

FIG. 1A

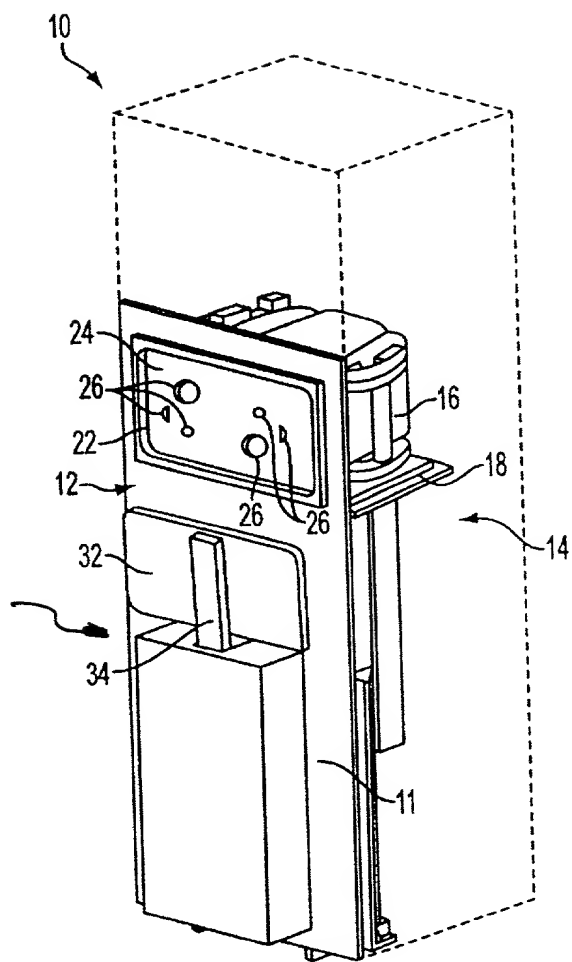


FIG. 1A
 (PRIOR ART)

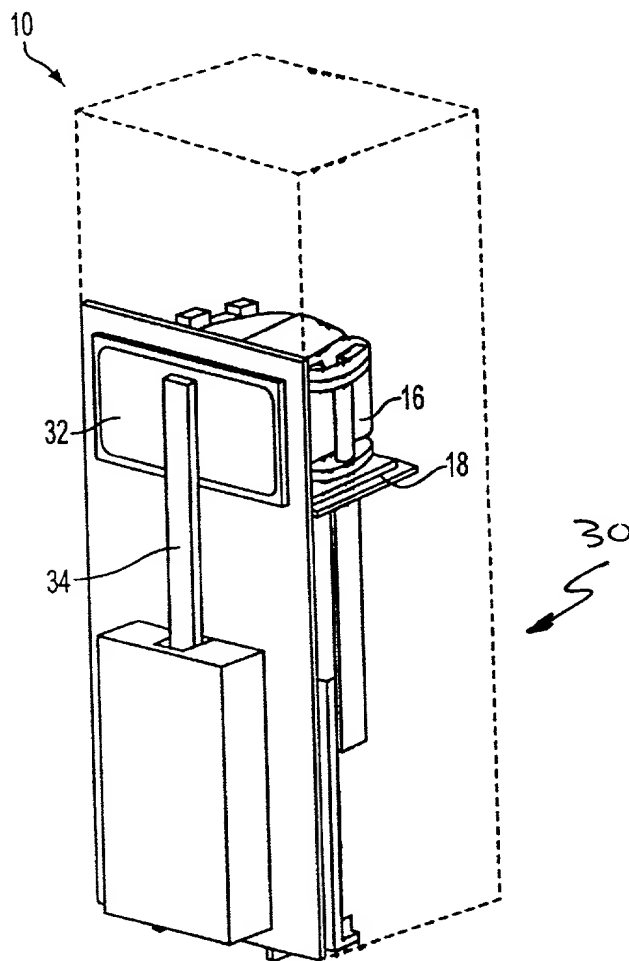


FIG. 1B
 (PRIOR ART)

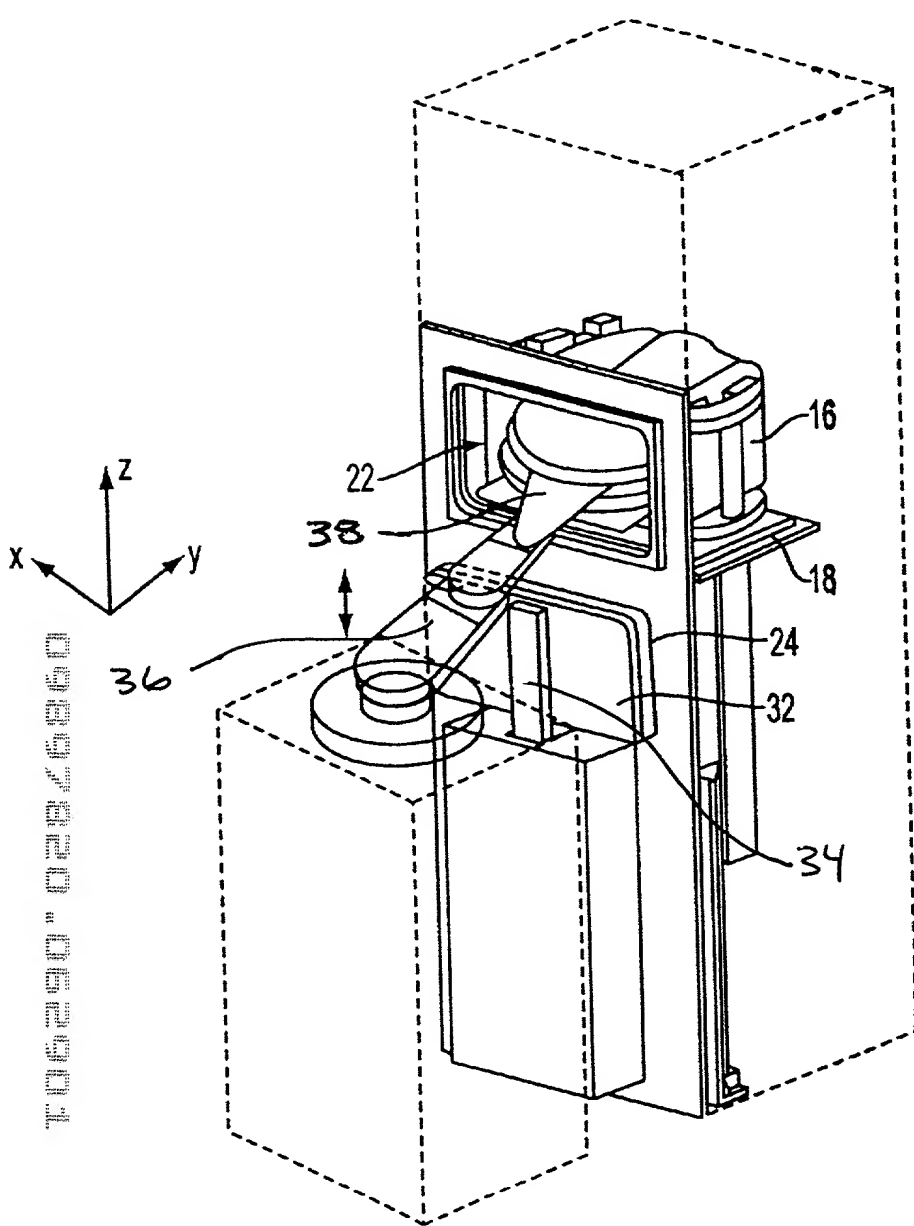


FIG. 1C
(PRIOR ART)

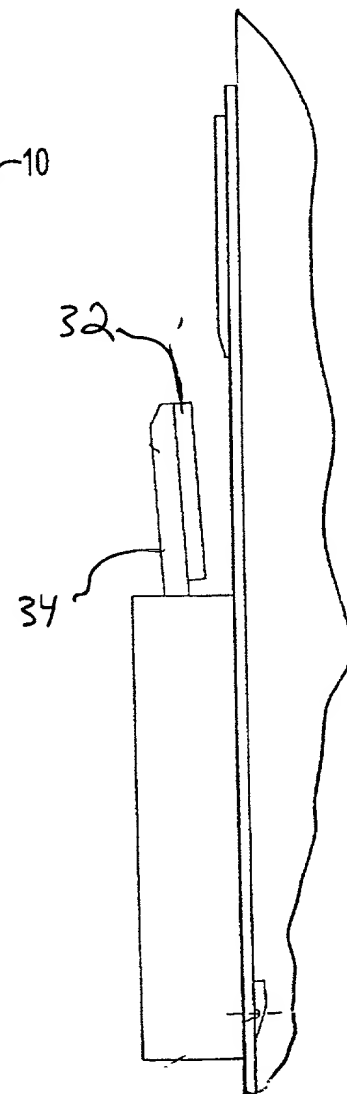
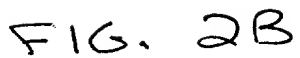
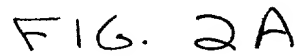


FIG. 1D
(PRIOR ART)



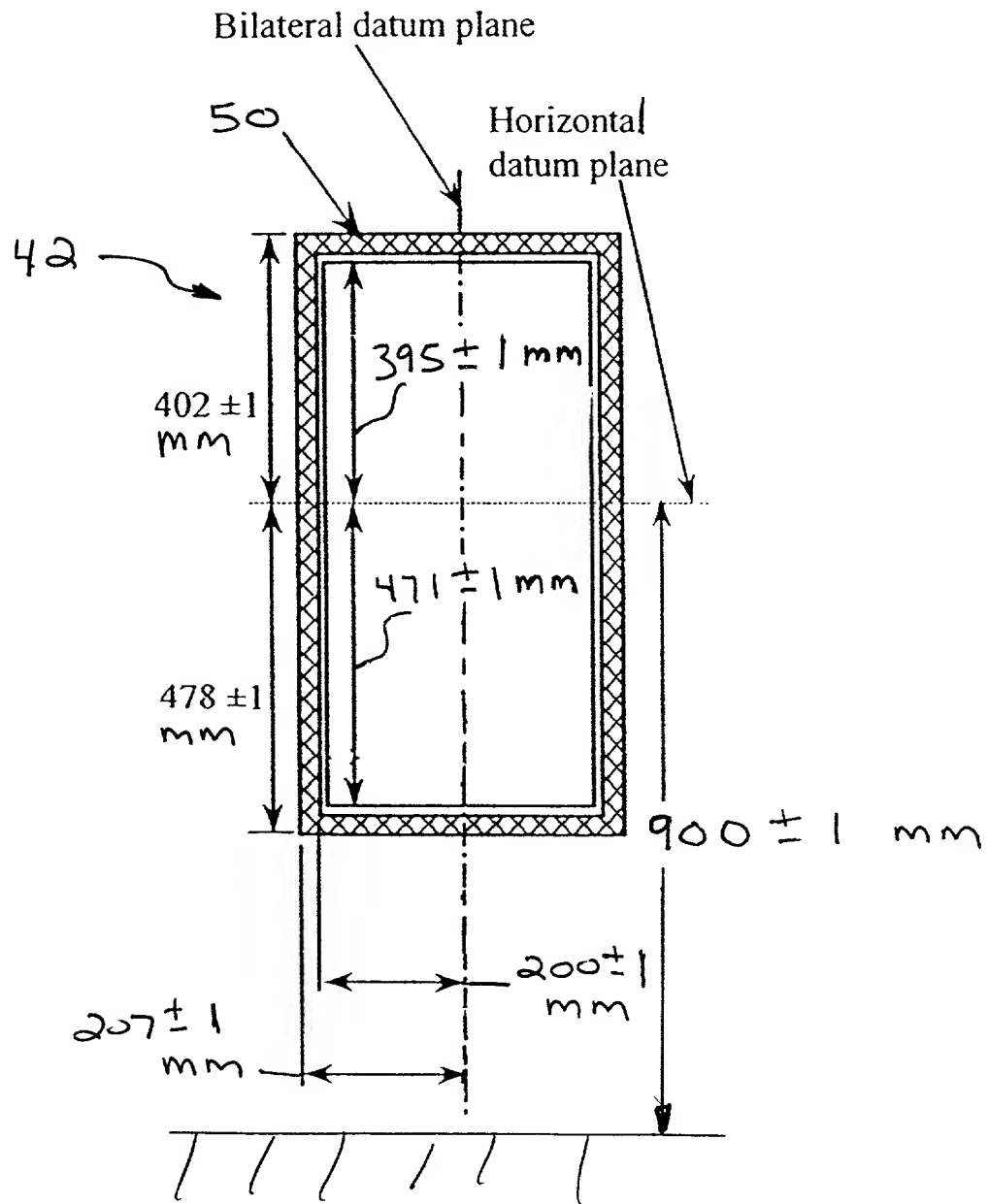


FIG. 2C



FIG. 4

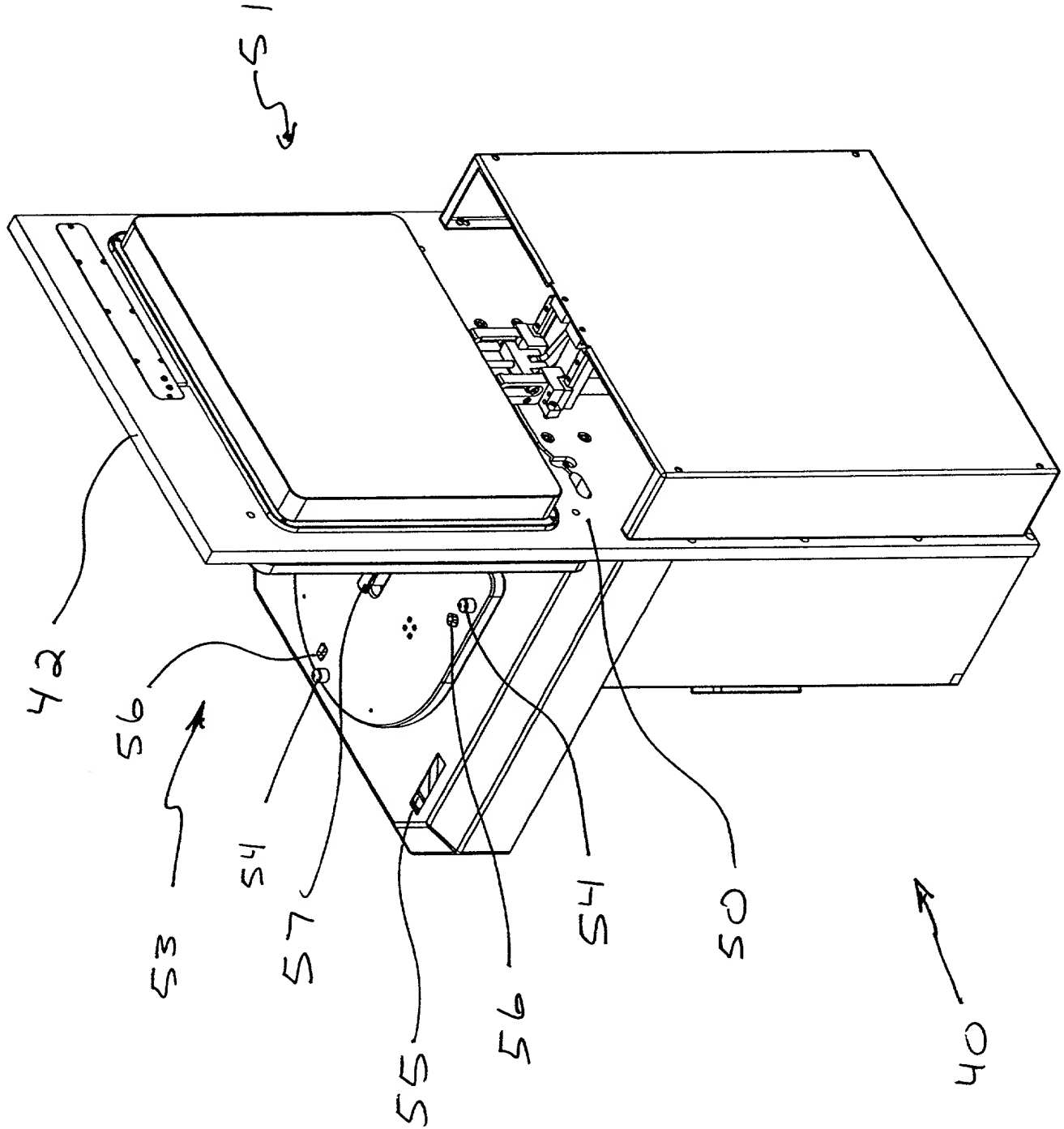
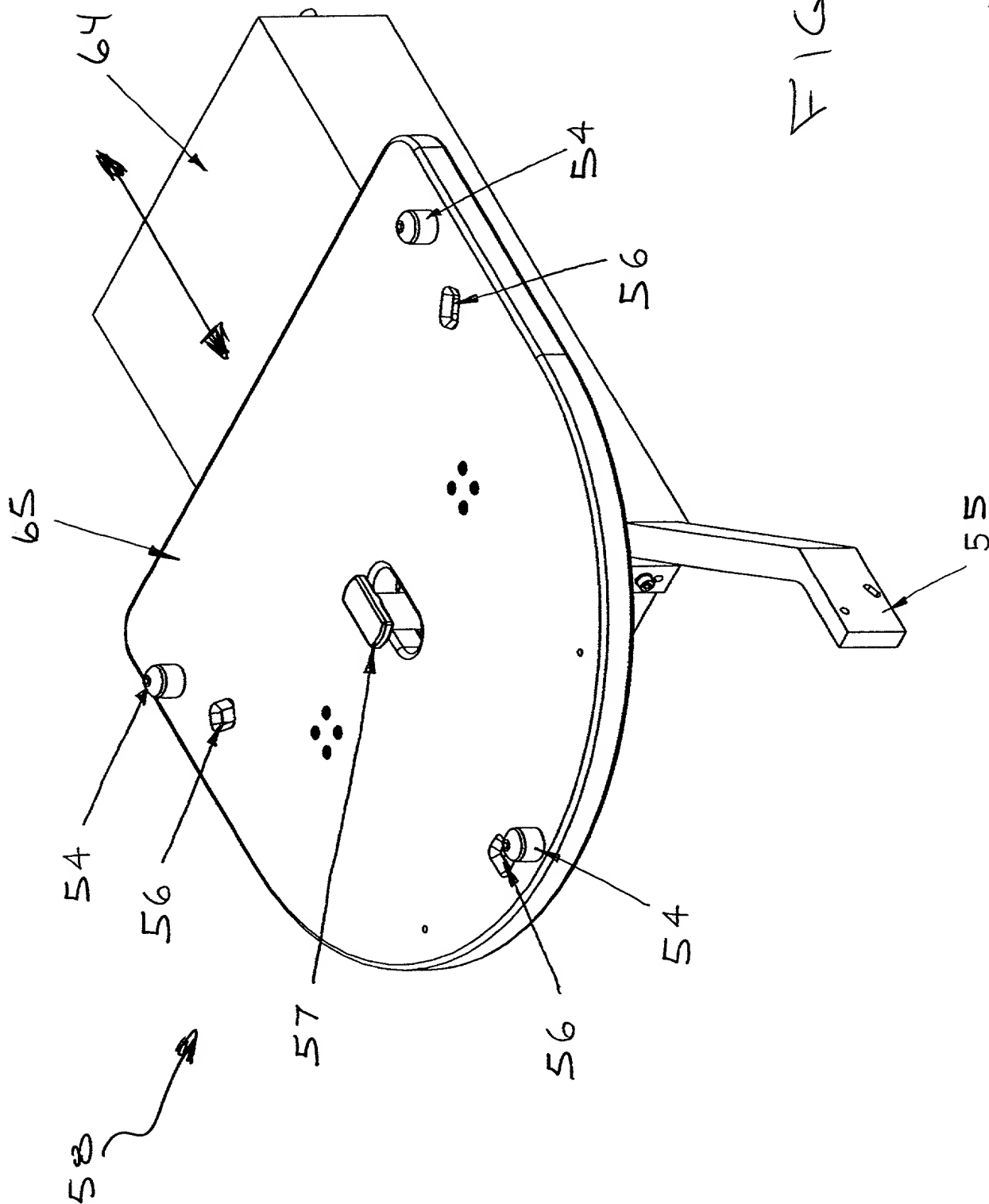


FIG. 4

FIG. 5A



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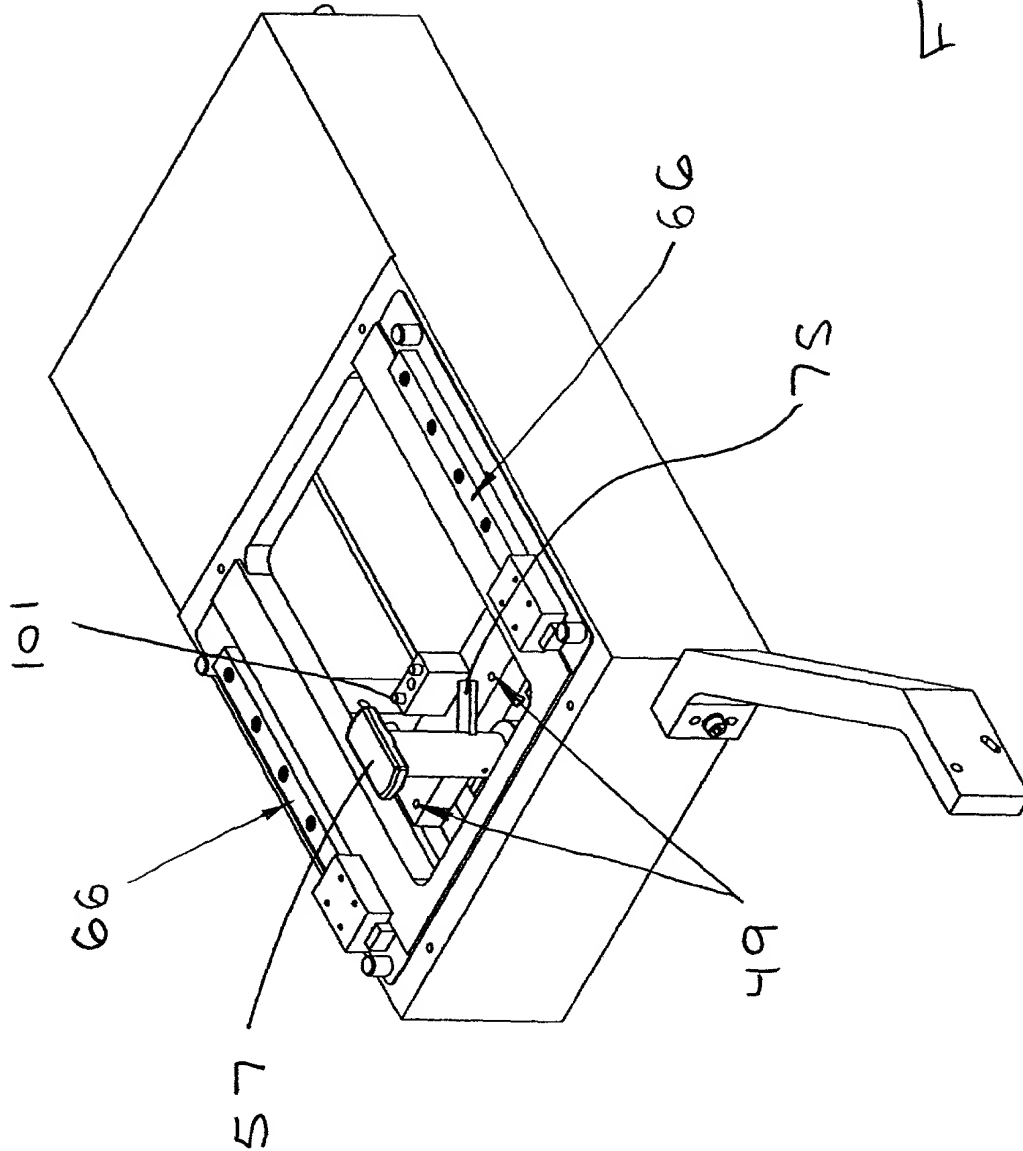
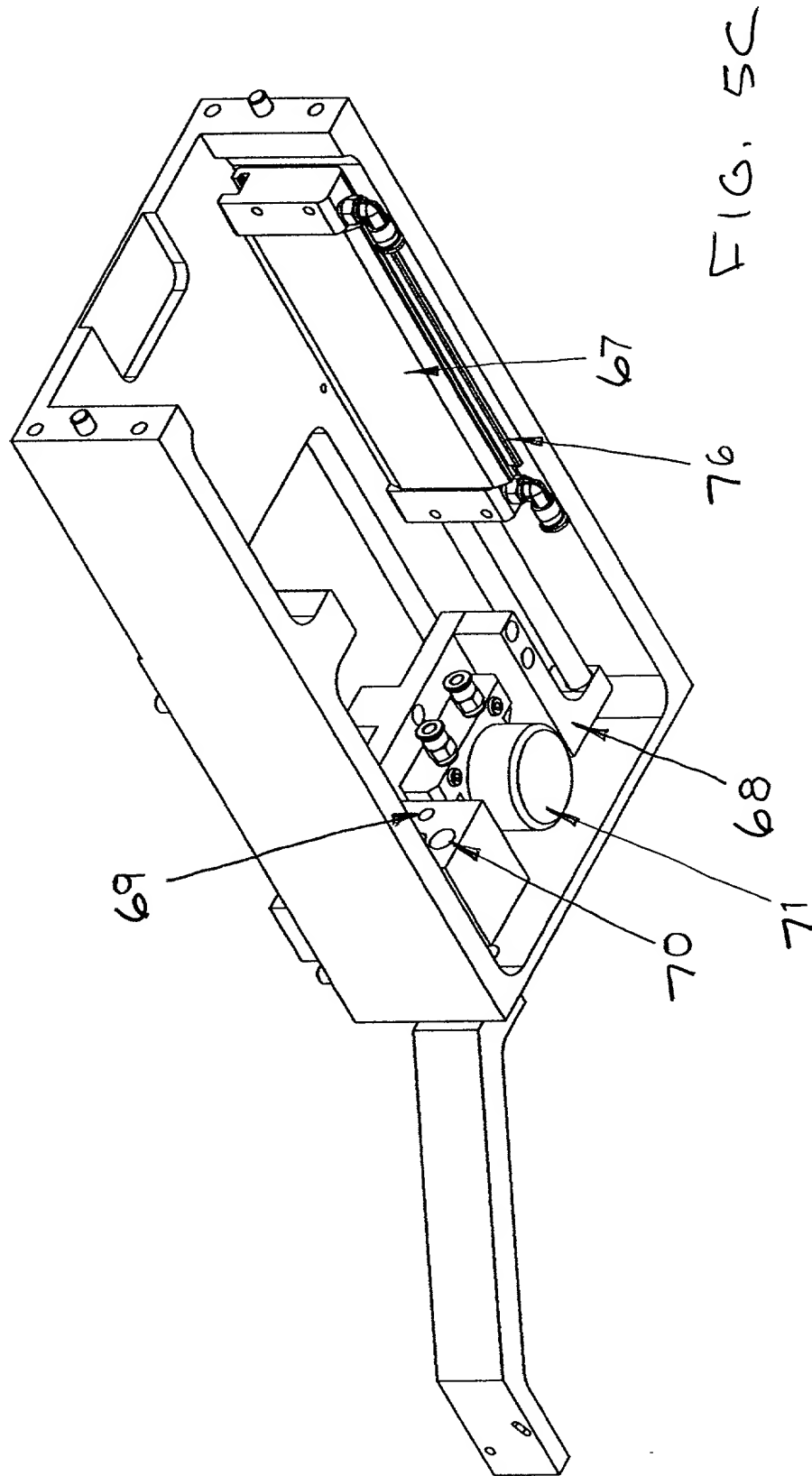


FIG. 5B



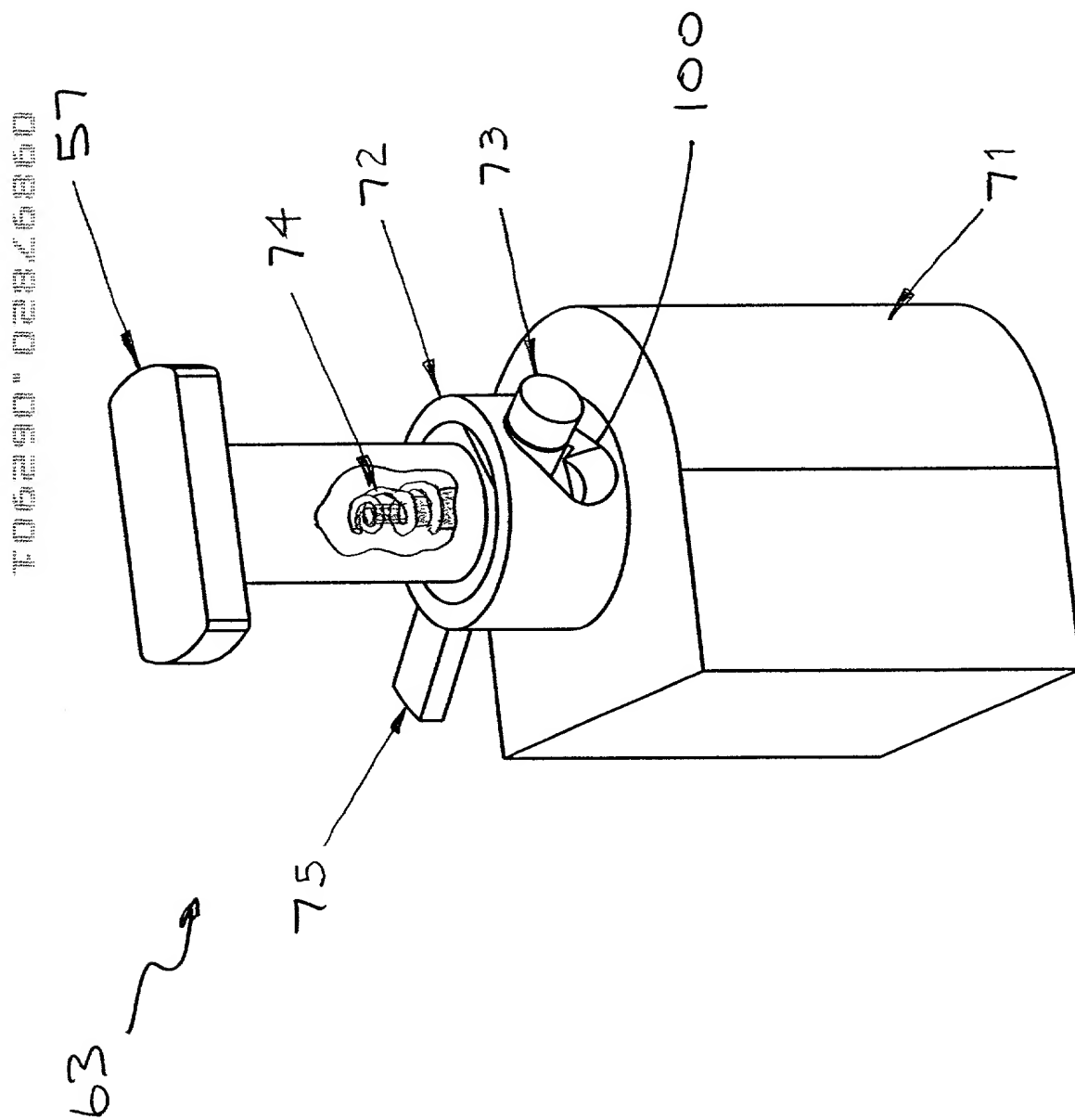




FIG. 6B

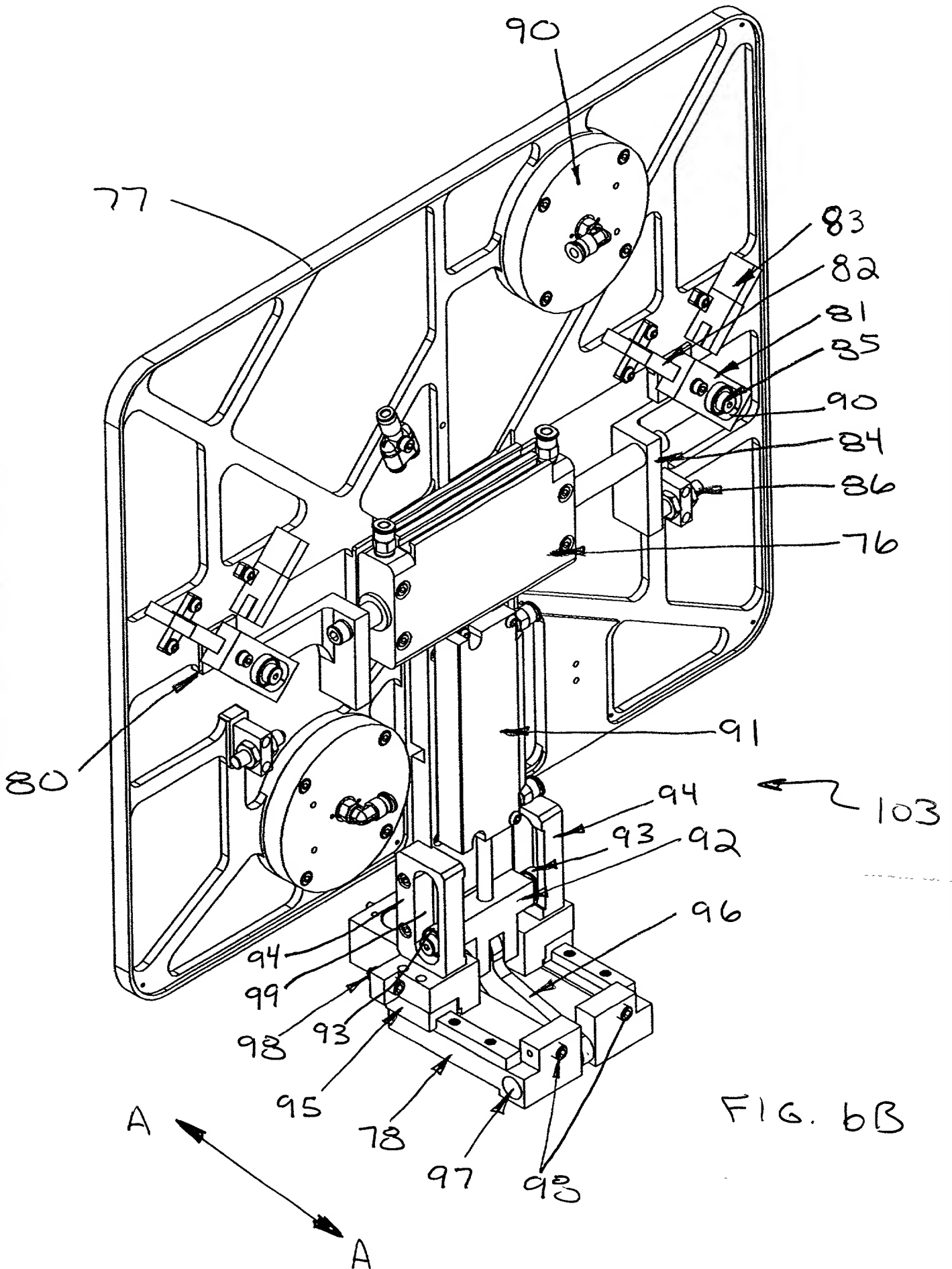


FIG. 1

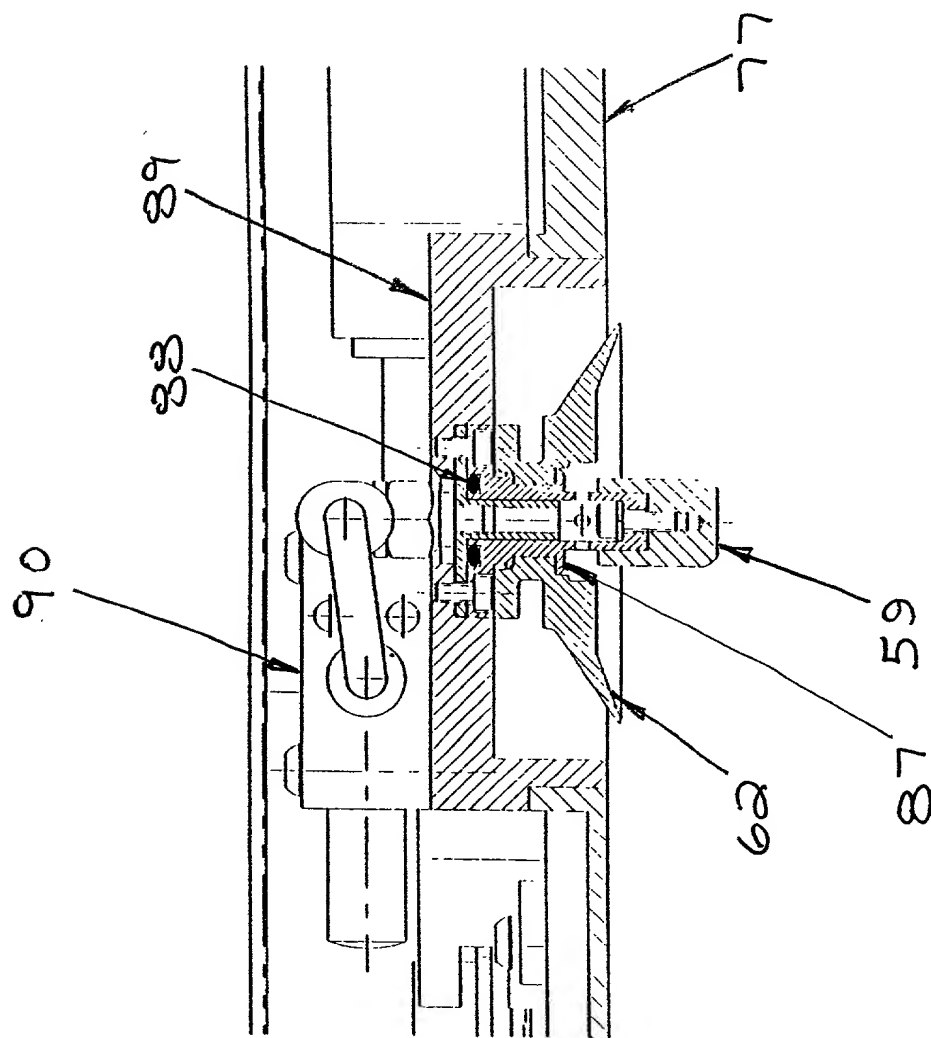


FIG. 6C

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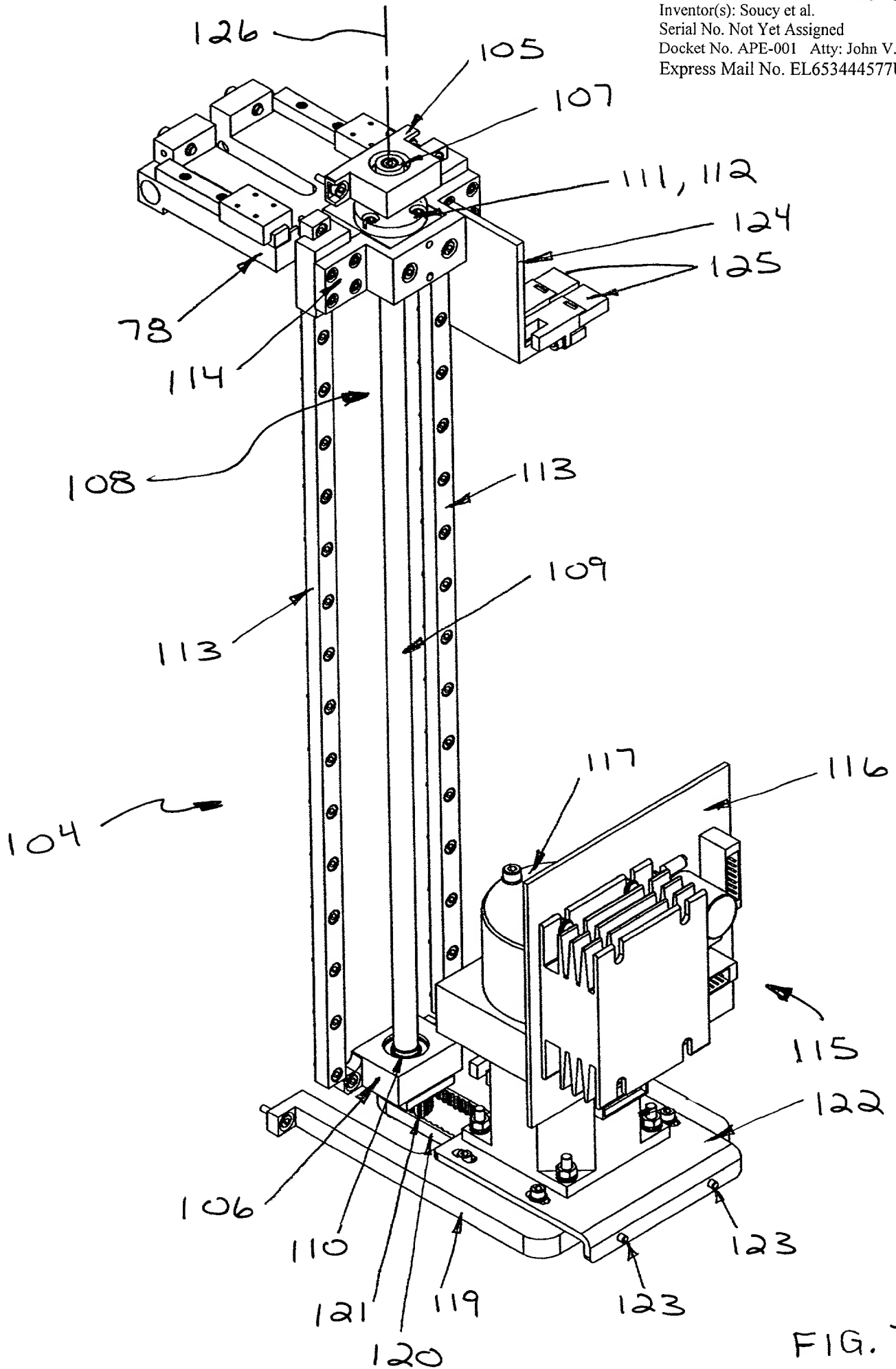


FIG. 7

Fig. 3A

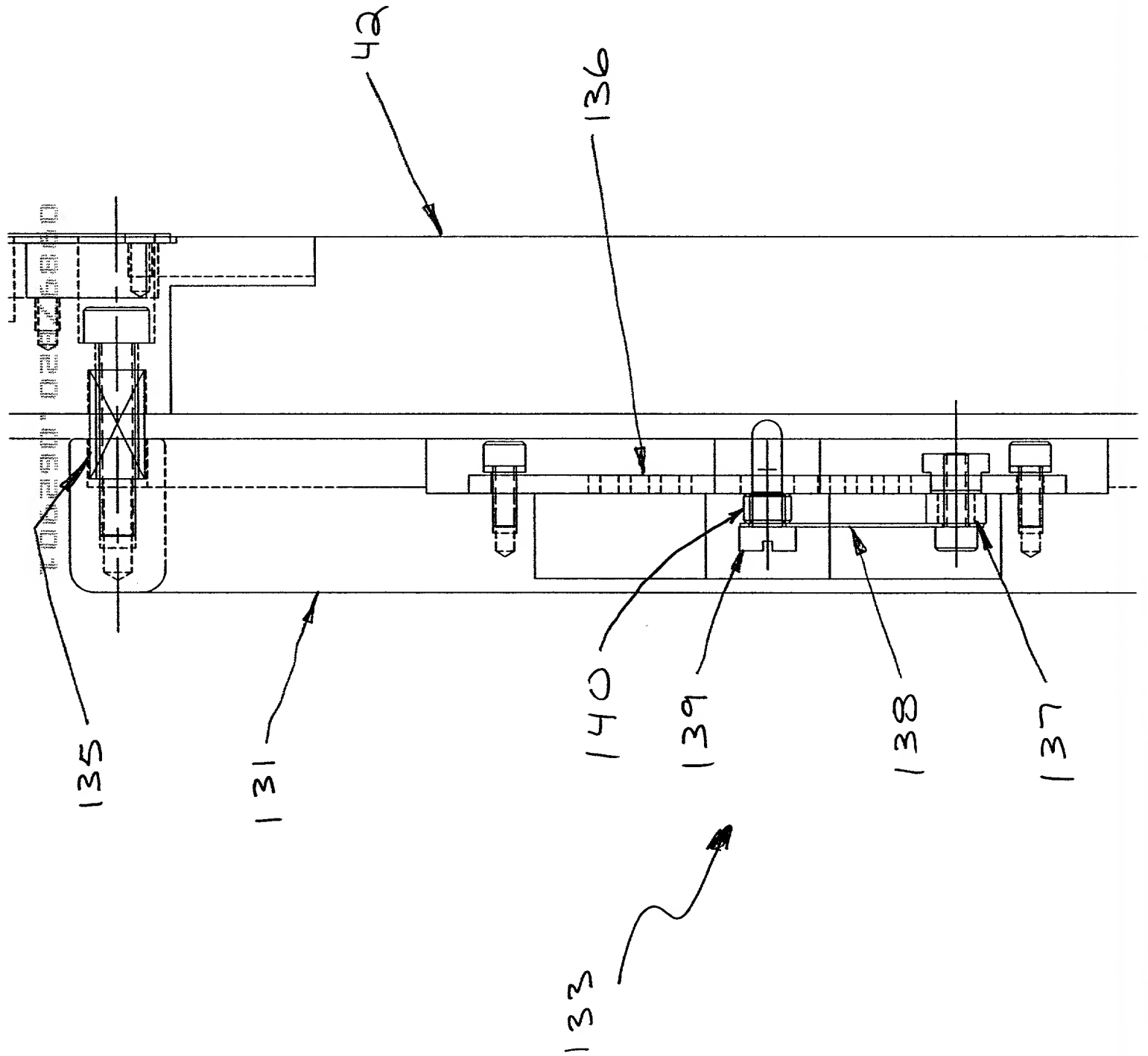


FIG. 8B

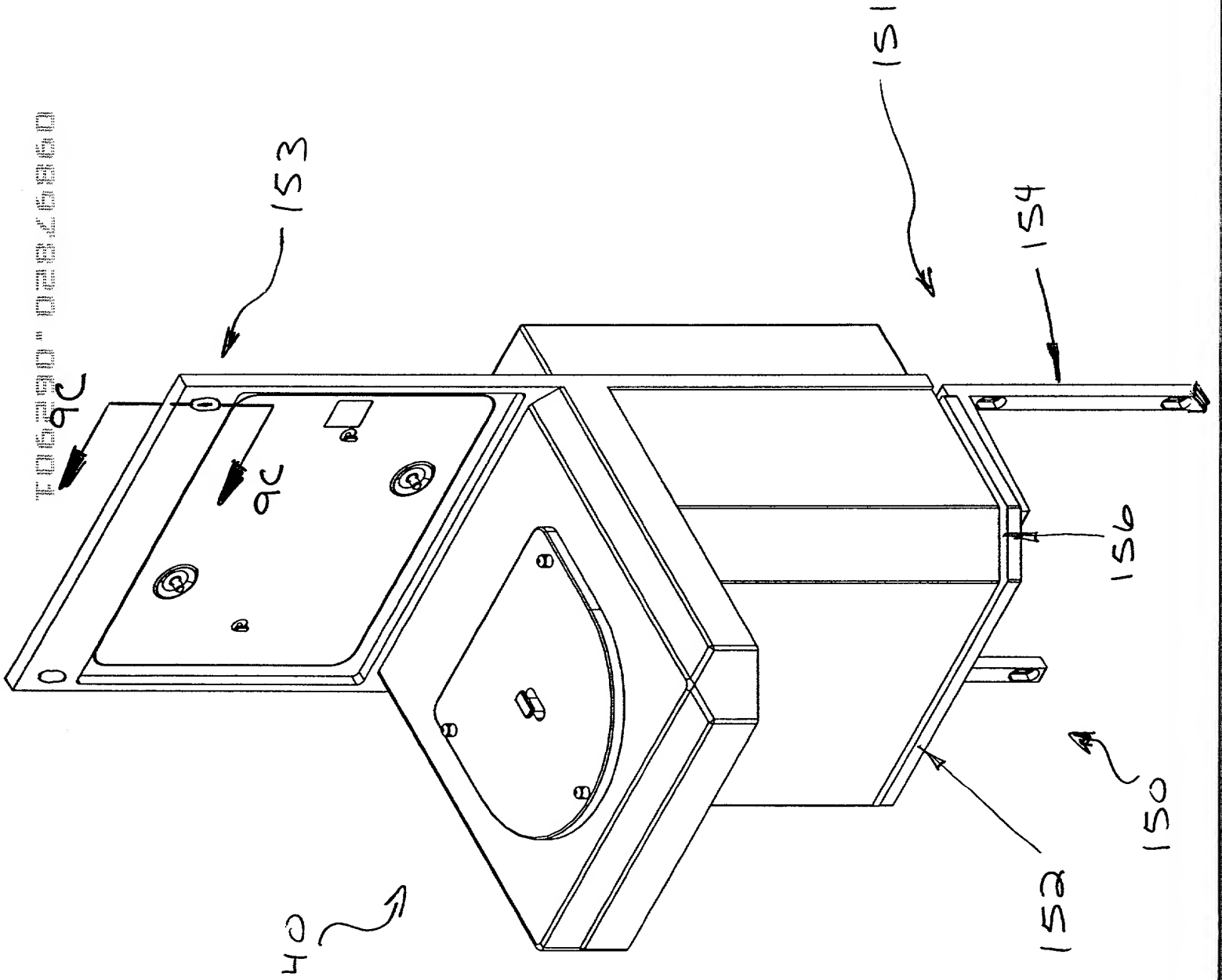


FIG. 9A

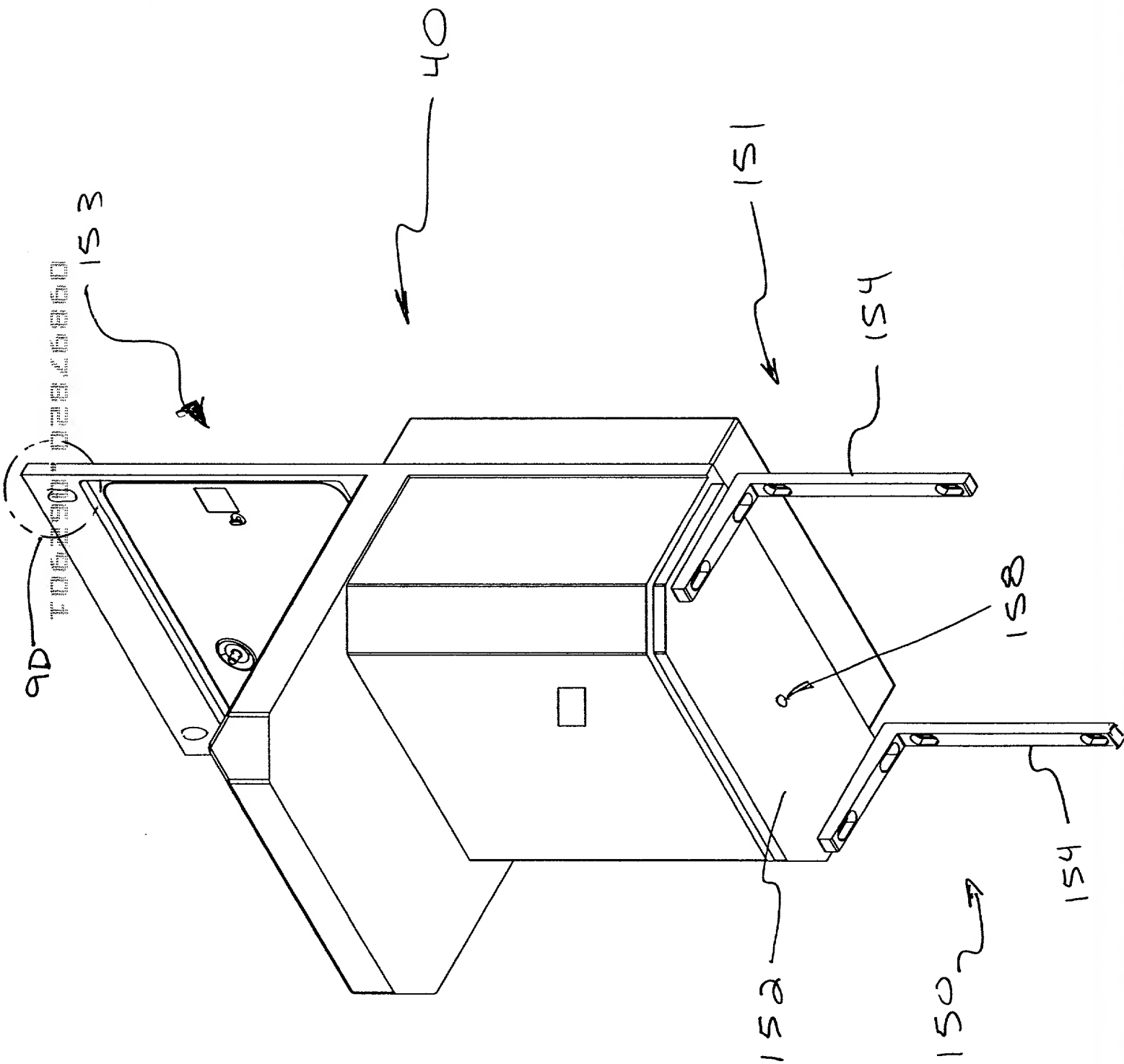


FIG. 9B

FIG. 9C

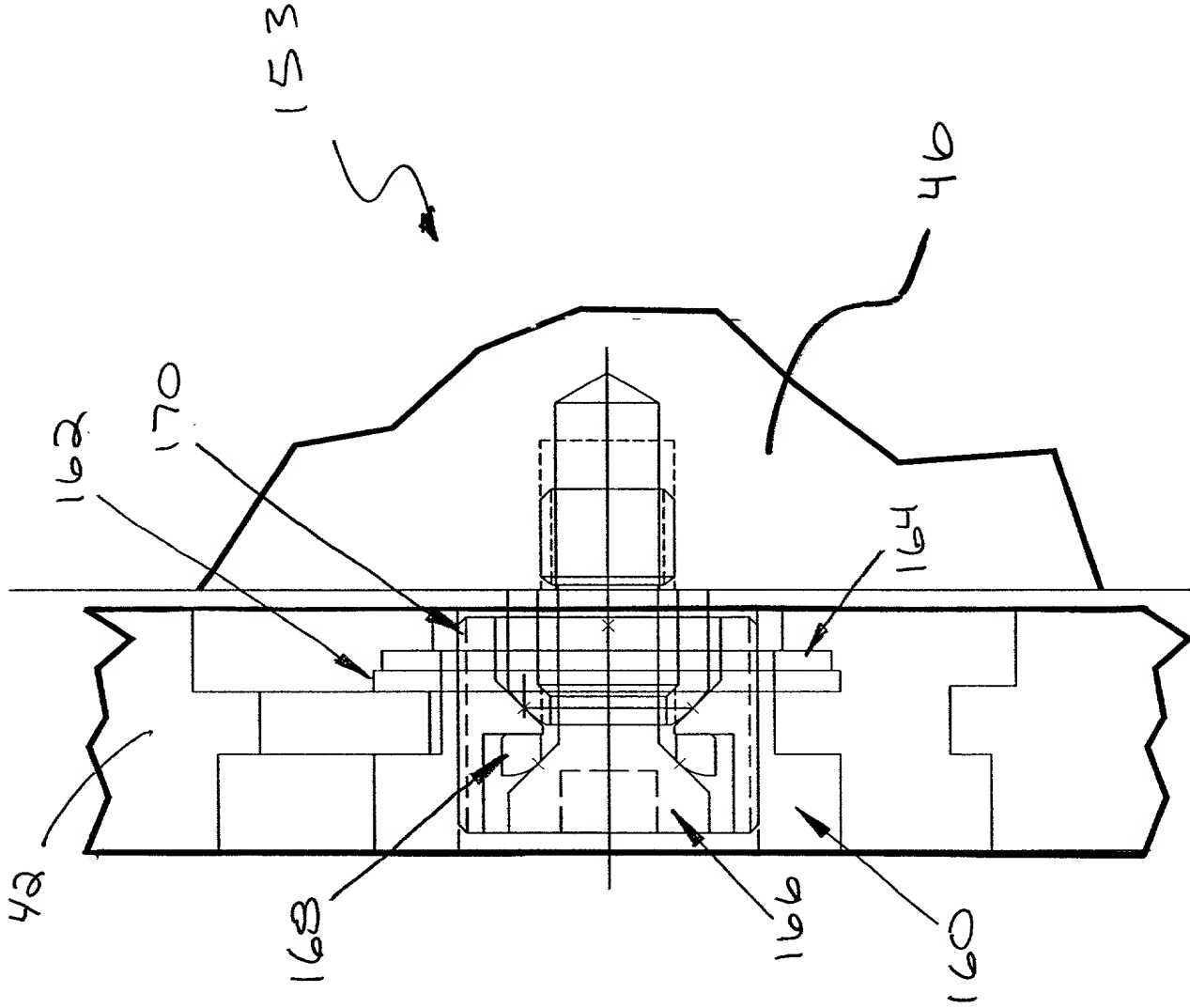


FIG. 9C

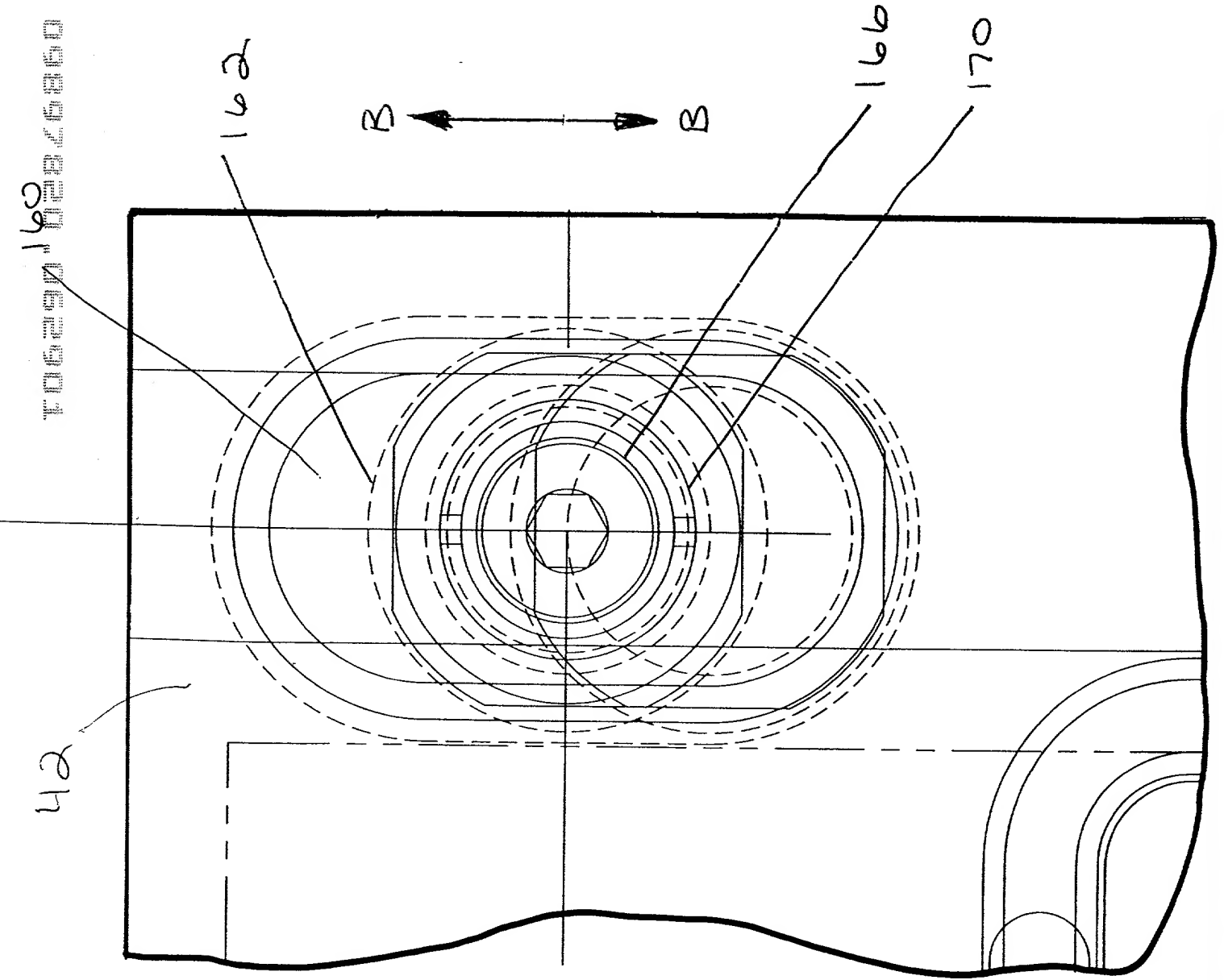


FIG. 9D

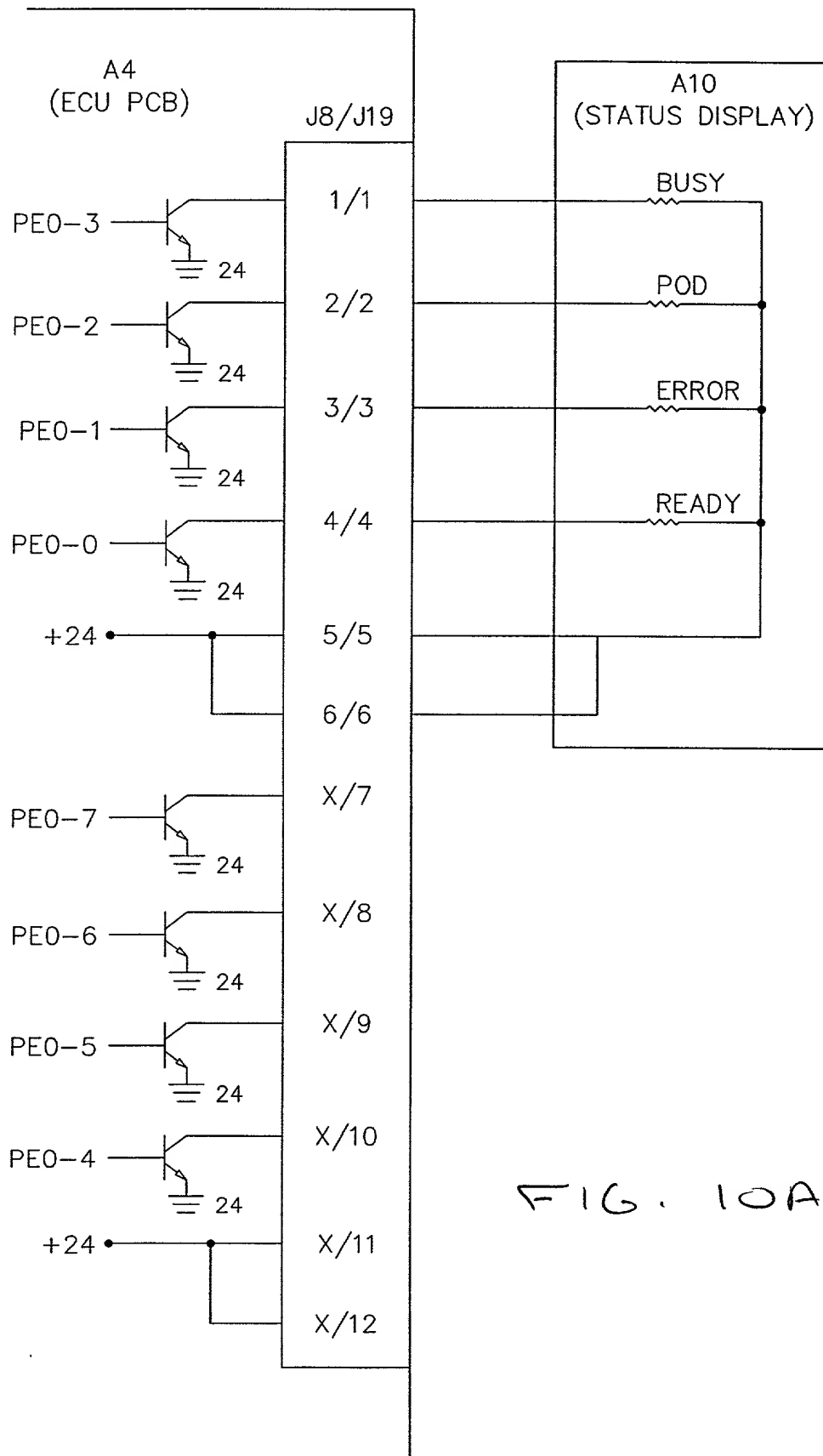


FIG. 10A

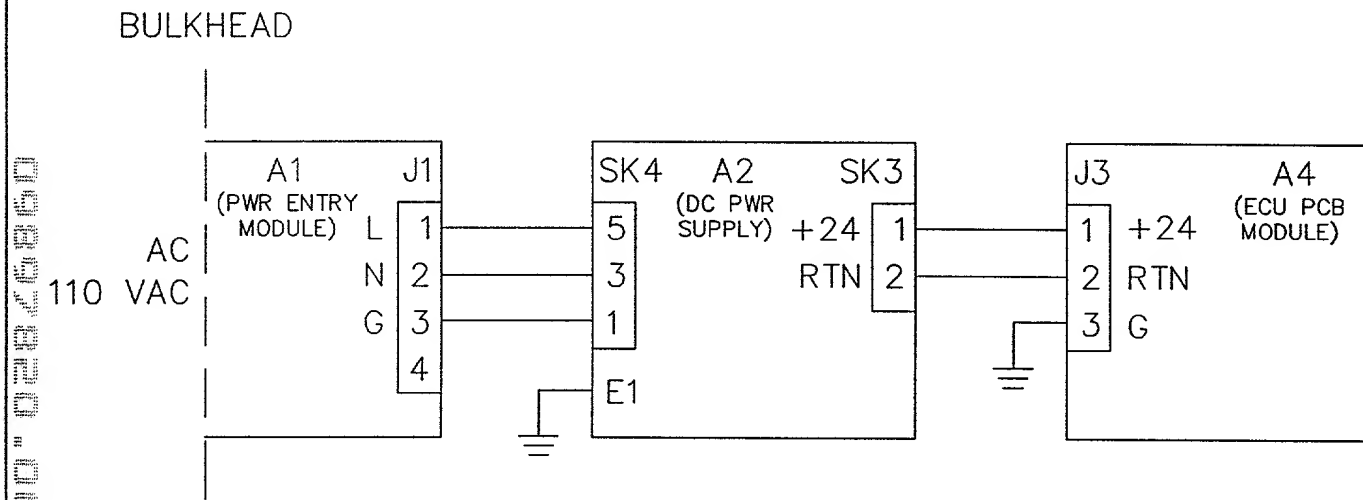


FIG. 10B

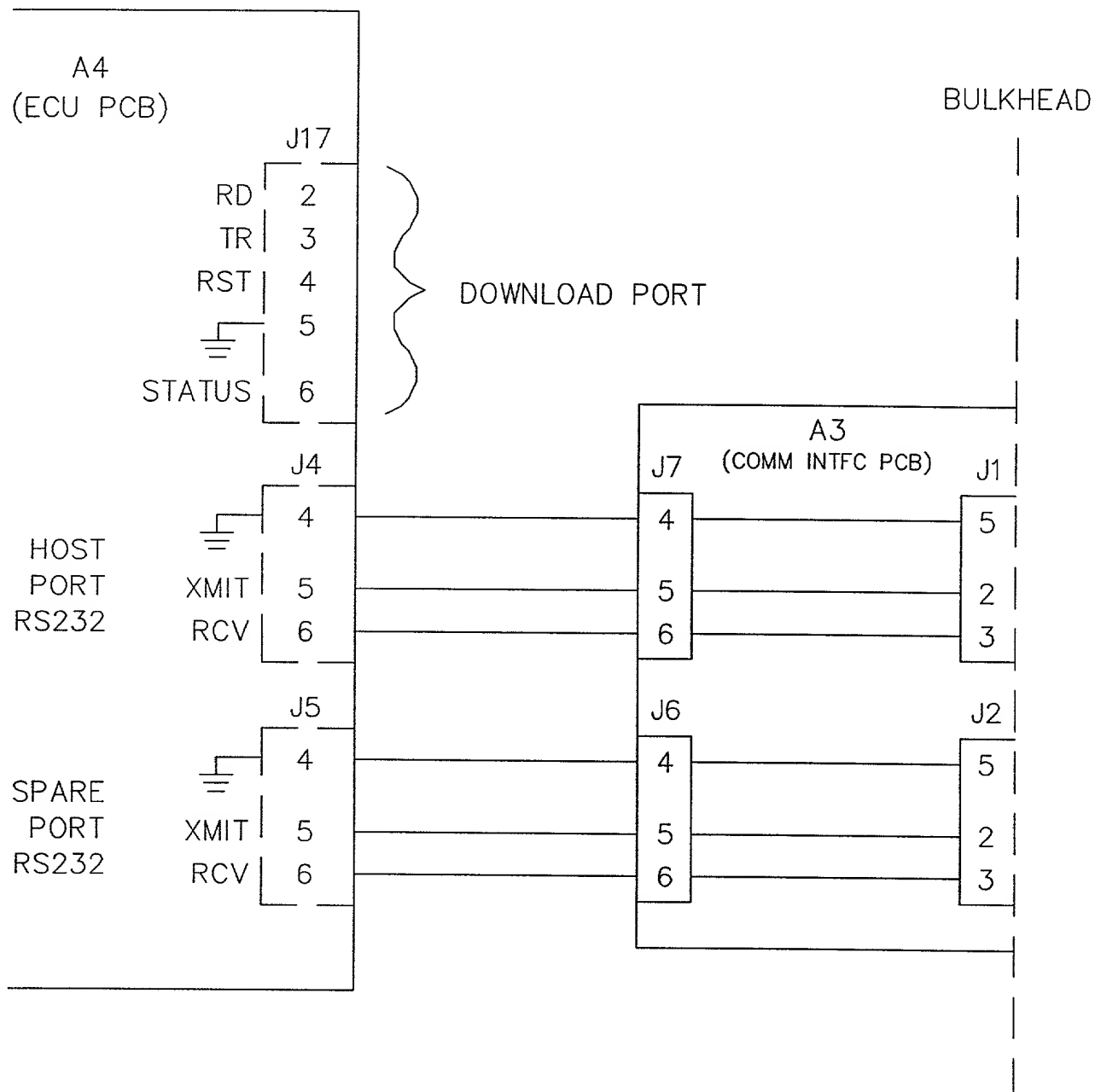


FIG. 10C

A5
 (PNEUMATIC INTERFACE)

A4
 (ECU PCB)

✕ = 24 VES

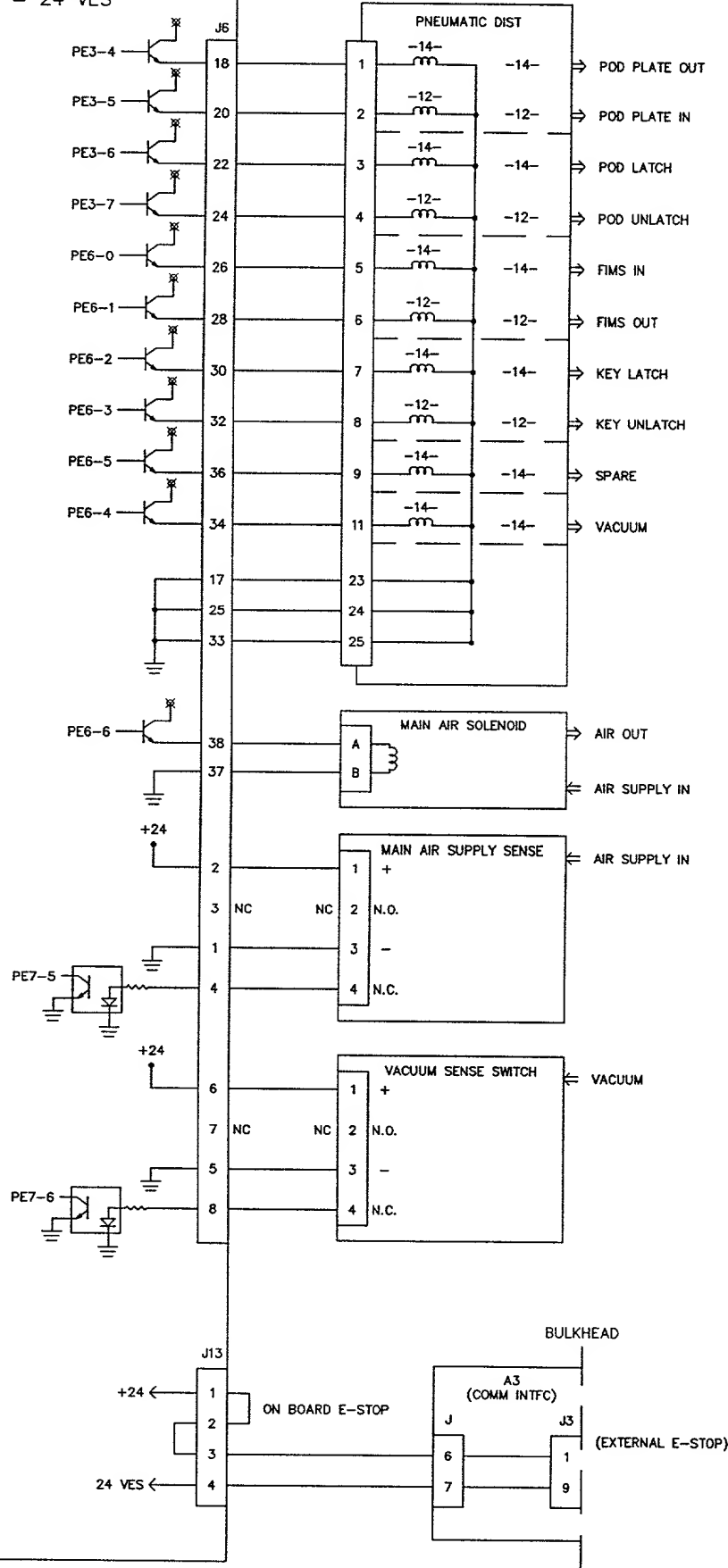


FIG. 10D

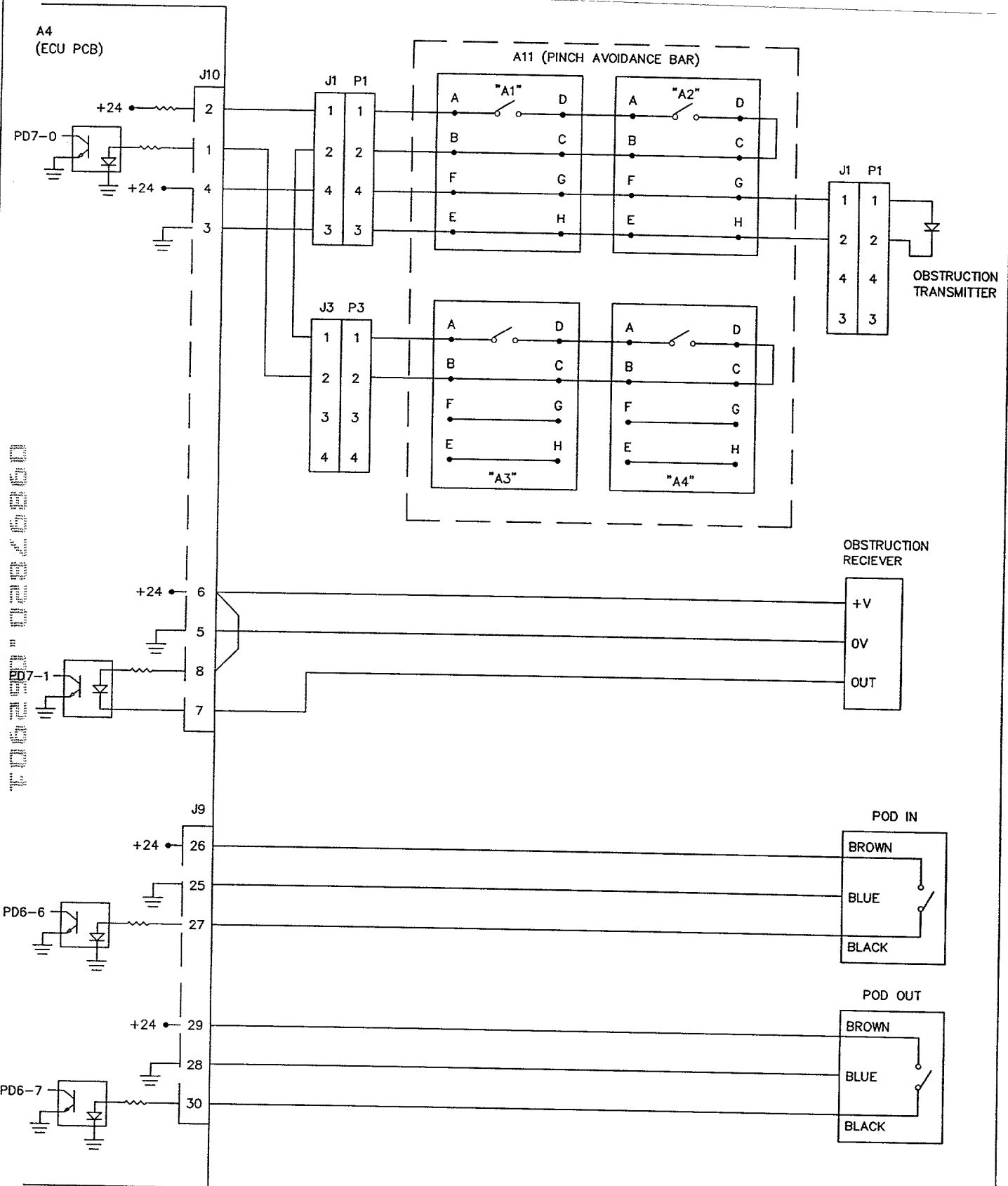


FIG. 10E

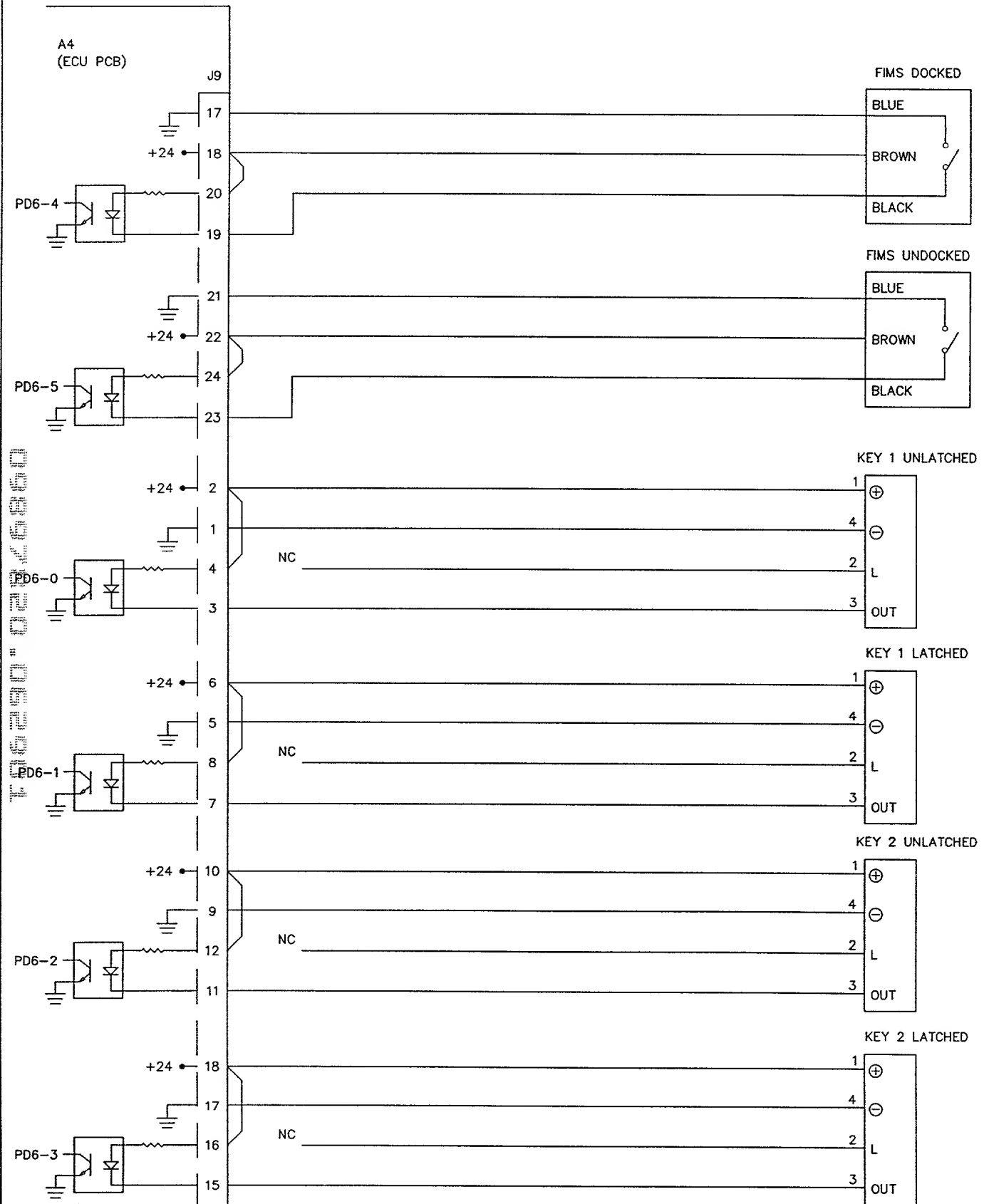


FIG. 10F

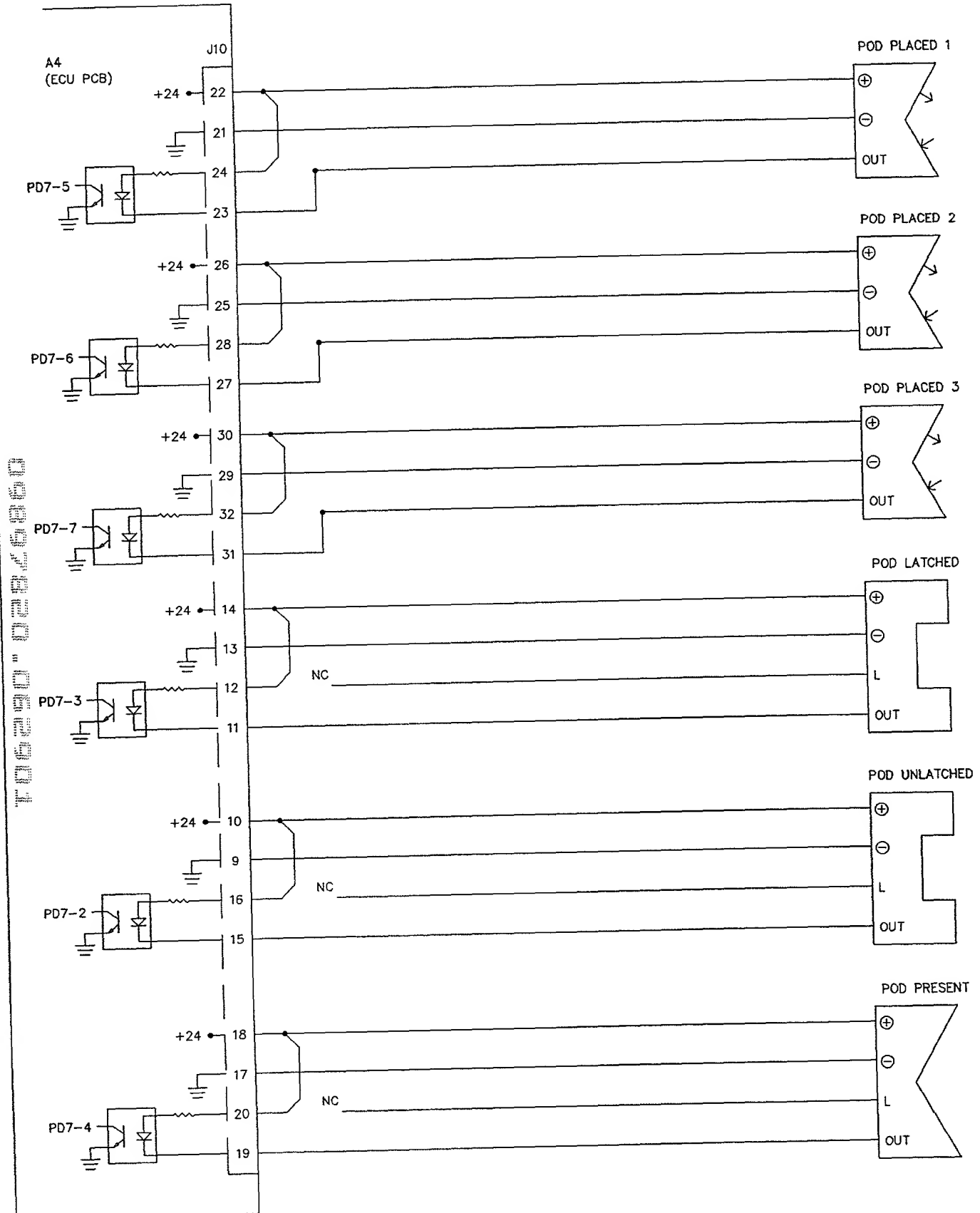


FIG. 106

A4
 (ECU PCB)

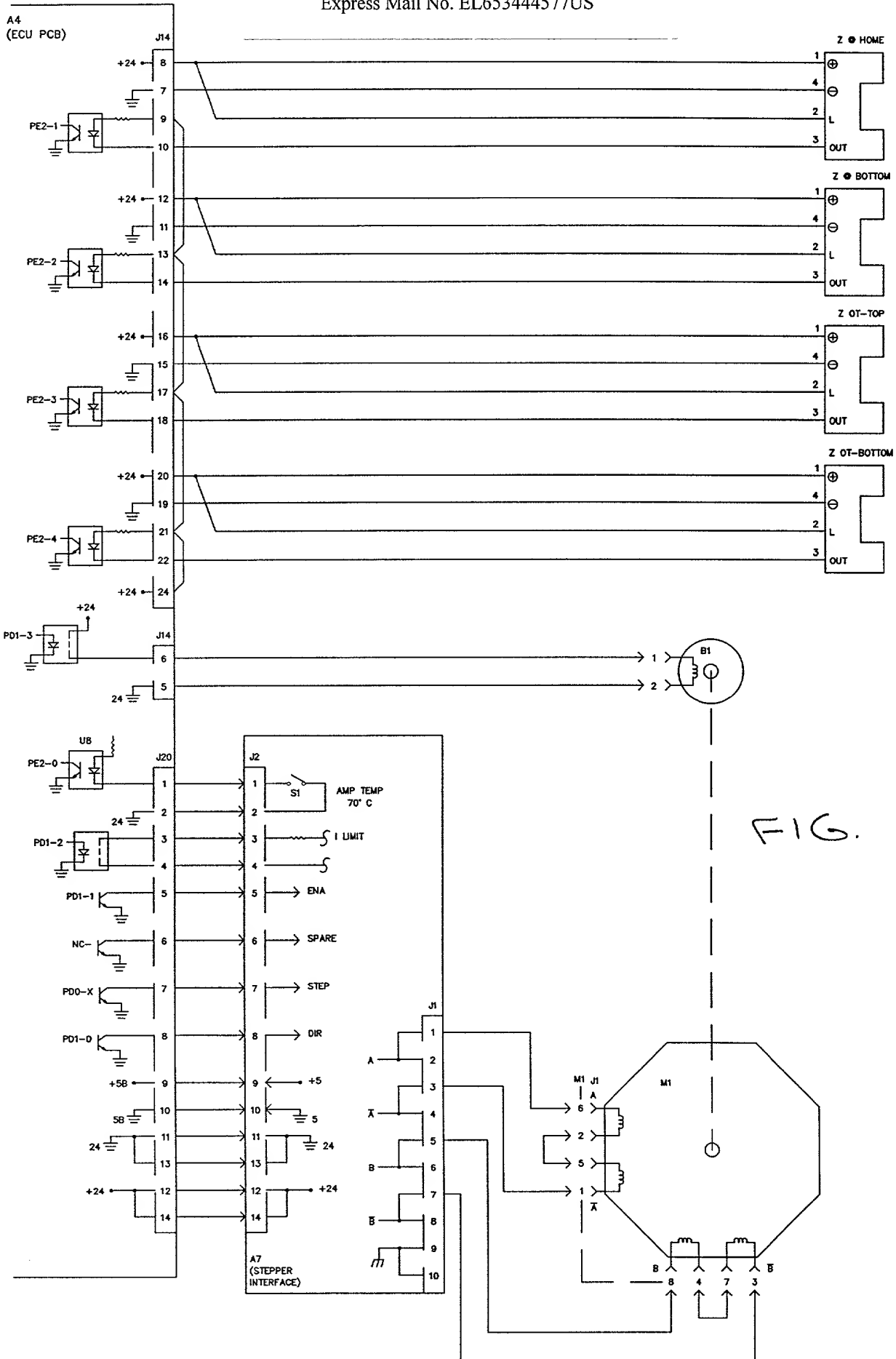


FIG. 10H